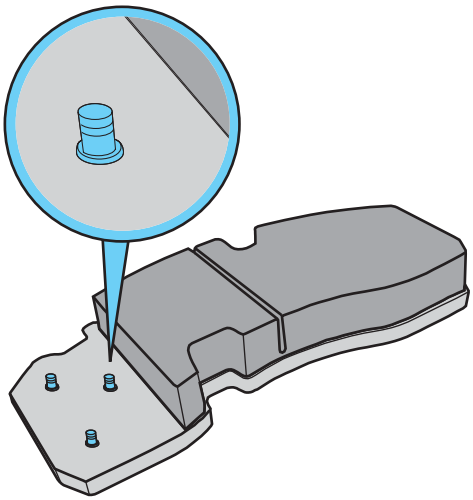
BPW-NEWS SB 03/11 e

Motor sport technology for brake pads!

With disc brakes, **achieving lasting adhesion** between the **friction pad** and the **pad backing plate** represents a major challenge for brake pad development. The shearing forces which arise during braking must be transmitted through the brake pad and the pad attachment into the pad backing plate. Furthermore, brake pads are subject to high thermal stress. Peak temperatures of up to 800 °C can occur on the brake disc. Part of this heat is transferred into the pads but it must not be allowed to impair the properties of the pad.

BPW is utilising **developments from motor sport** for the tried-and-tested Textar T 3030 disc brake pads. **From October 2003**, all **three disc brake sizes** will be changed over to a new pad attachment (light disc brake SB 3745, medium disc brake SB 4309 und heavy duty disc brake SB 4345).

With **new solution**, **brass pins** are **welded onto the pad backing plate**. These pins project into the friction pad material and provide the necessary anchoring between the pad backing plate and the brake pad. An additional intermediate layer is applied between the brake pad and the pad backing plate in order to take account of the thermal conductivity, expansion behaviour and the harsh operating conditions.



The **new pad attachment** offers the **following advantages**:

- Optimum pad/backing plate anchoring
- Reduced heat transfer and therefore greater protection of the seal elements (bellows) on the disc brake

☞ The repair kits for disc brake pads are also being converted to the new pad attachment. The familiar **code numbers will continue to apply** (09.801.06.43.0 for SB 3745, 09.801.06.44.0 for SB 4309 and 09.801.06.45.0 for SB 4345).